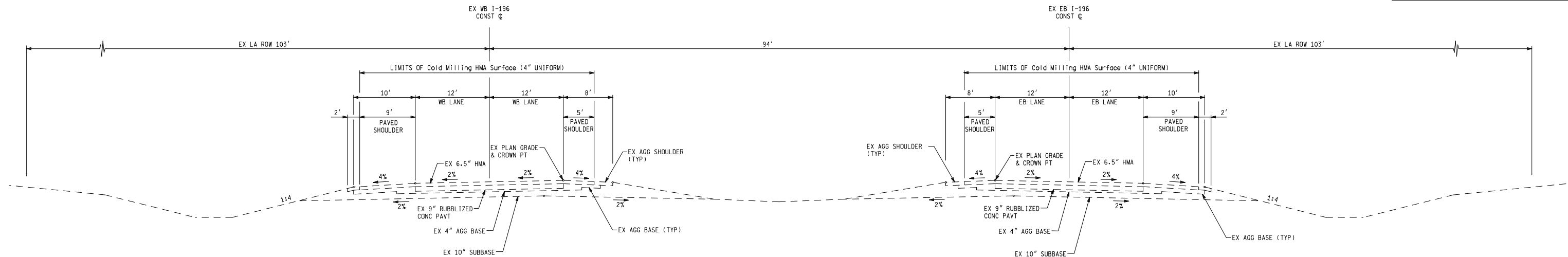


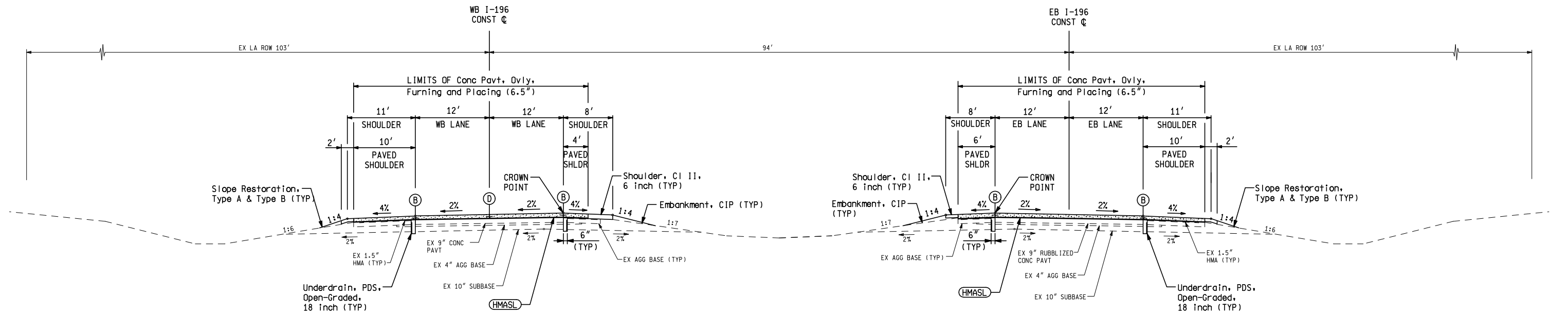
Appendix A

Existing and Proposed Cross-Sections

FINAL R.O.W.			
AUTH	DATE	NO.	REVISION



EXISTING TYPICAL SECTION - NORMAL SECTION



PROPOSED CONCRETE OVERLAY TYPICAL SECTION
NORMAL SECTION

benesch
alfred benesch & company
Engineers • Surveyors • Planners
222 North Washington Square, Suite 200
Lansing, Michigan 48933
PH 517-482-1682 Fax 517-482-7180

MDOT
Michigan Department of Transportation

I-196 TYPICAL CROSS SECTIONS					
DATE	SCALE	CONT. SEC.	JOB NO.	DESIGN UNIT	SHEET NO.
01/31/07	1" = 8'	41029	75069A	GREEN	R.O.W CONST.

DATE: 01/31/07

WORKED ON BY: SMK

DATE:

CHECKED BY:

FILE NAME: overlay_normal.dgn

Appendix B

EA FONSI EA Mitigation Greensheet



U.S. Department
of Transportation

Michigan Division

315 West Allegan St., Room 201
Lansing, Michigan 48933

**Federal Highway
Administration**

March 23, 2006

Ms. Susan P. Mortel, Director
Bureau of Transportation Planning (B340)
Michigan Department of Transportation
Lansing, Michigan

Dear Ms. Mortel:

Finding of No Significant Impact
I-196 at Chicago Drive (Baldwin Street)
Georgetown Charter Township and City of Grandville
Ottawa County and Kent County, Michigan

Reference is made to your February 10, 2006, letter, requesting a Finding of No Significant Impact (FONSI) for the proposed project. We have completed our final review of the Environmental Assessment document along with updated MDOT replies to public comments received March 17, 2006, and conclude the proposed project will have no significant impacts to the environment. Accordingly, our signed FONSI determination is enclosed. Please transmit a notice to the affected federal, state, and local government units, informing them the FONSI document will be available from your Department, or our office, upon request from the public.

By our adoption of the FONSI and completion of the public comment/hearing requirements of 23 U.S.C. 128, the MDOT is authorized to proceed with further project development.

Sincerely,

Ronald L. Krauss
Area Engineer

For: James J. Steele
Division Administrator

Enclosure

cc: Margaret Barondess, MDOT, Transportation Planning (B340)
Mike O'Malley, MDOT, Transportation Planning (B340)
Dave Schuen, Transportation Planning (B340)
Vicki Weerstra, MDOT, Grand Region
Dennis Kent, MDOT, Grand Region
File: MA 04-A-07

Word# P- 19476

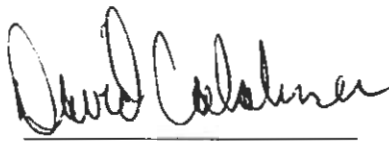
Federal Highway Administration
Finding of No Significant Impact
I-196 at Chicago Drive (Baldwin Street)
Georgetown Charter Township and City of Grandville
Ottawa County and Kent County, Michigan

The FHWA has determined that this project will not have any significant impacts on the human or natural environment. This Finding of No Significant Impact is based on the attached Environmental Assessment and "Project Mitigation Summary 'Green Sheet' For The Preferred Alternative". In addition:

- The proposed project will require the purchase of additional Right-of-way. Acquisition assistance and advisory services will be provided by MDOT in compliance with the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended; Act 87, Michigan P.A. 1980, as amended; Act 31, Michigan P.A. 1970; and Act 227, Michigan P.A. 1972.
- The proposed project will impact approximately 1.34 acres of wetlands (1.26 acres of palustrine forested and 0.08 acre palustrine emergent shrub scrub). An Act 451, Part 303 permit will be obtained from the MDEQ—that will include a wetland mitigation and monitoring plan. MDEQ mitigation requirements are 2 to 1 mitigation ratio for forested and 1.5 to 1 mitigation ratio for emergent wetlands, equating to 2.64 acres for mitigation (2.52 acres of forested and 0.12 acre of emergent). A USACE permit may be required in conformity with Section 404 of the Federal Clean Water Act and Federal Executive Order 11990. USACE mitigation requirements are 4 to 1 mitigation ratio for forested and 2 to 1 mitigation ratio for emergent wetlands, equating to 5.2 acres for mitigation.
- The proposed project includes approximately 23,000 cubic yards of fill in the Grand River water shed. An Act 451, Part 31 and Part 301 permit will be obtained from the MDEQ—that will include a definitive hydraulic analysis—along with a USACE permit.
- It has been verified that MDOT conducted the Public Involvement Process accordingly.

The Environmental Assessment provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment.

3/22/06
Date


Responsible Official

Field Operations Group Leader
Title

Project Mitigation Summary “Green Sheet”
For the Selected Alternative

March 2006

**Finding of No Significant
Impacts (FONSI)**

Proposed Interchange Improvements at I-196
at Chicago Drive (Baldwin Street)
in Georgetown Charter Township and the City of Grandville
Ottawa and Kent Counties, Michigan

This project mitigation summary “Green Sheet” contains the project specific mitigation measures being considered at this time. These mitigation items and commitments may be modified during the final design, right-of-way acquisition or construction phases of this project.

I. Social and Economic Environment

A. Visual Resources - Tree replacements will be offered to residents along Baldwin Street to mitigate for tree removals. MDOT will facilitate a context sensitive solution workshop to involve the community in determining the aesthetic treatment for proposed retaining walls adjacent to the new bike path.

B. Maintaining Traffic - A Motorist Information Plan (website and temporary electronic message signs) will be developed and implemented during construction to identify lane closures and alternate routes. Through traffic on Baldwin Street may need to be detoured for approximately one month. Coordination with local officials will occur to facilitate emergency service and school bus routes. Access to residences and businesses within the project area will be kept open during construction.

C. Recreation – The ROW needed from the Grandville Trail parking area will be kept to a minimum. The construction area will be fenced and signed. The parking spaces and parking area impacted will be replaced. Access will be maintained to the Grandville Trail and parking area at all times during construction. The parking of vehicles or storage of equipment and materials on park property during construction is prohibited. The recreational property will be restored to its current condition or better upon completion of construction activities.

D. Local Road Issues - Public Hearing comments concerning the intersection operations at Cottonwood Drive, proposed Old M-21/CSX crossing closure, and sidewalk along the south side of Baldwin Street will be forwarded to the appropriate county, township, or city officials.

II. Natural Environment

A. Stream Crossing - Strict soil erosion and sedimentation controls including construction staging will be set up for the replacement structures over both Rush and Buck Creeks. Stream bed protection stone will be placed in all disturbed creek bottom areas.

B. Wetlands - Approximately 1.26 acres of palustrine forested and 0.08 acres of palustrine emergent wetlands will be impacted by construction of the Preferred Alternative. Using the 2 to 1 mitigation ratio for forested and 1.5 to 1 ratio for emergent, this project will require a total mitigation of 2.64 acres (2.52 acres of forested wetland and 0.12 acres of emergent). The mitigation site selected is the fish farm site adjacent to the floodplain on the south side of the Grand River in Robinson Township, Ottawa County. The wetland mitigation and monitoring plan will be included in the Act 451, Part 303 permit to be obtained from the MDEQ. If a Federal Section 404 permit is required from the U. S. Army Corps of Engineers (COE), higher wetland mitigation ratios (forested 4 to 1 and emergent 2 to 1) would require 5.04 acres of forested and 0.16 acres of emergent mitigation for a total project wetland mitigation of 5.2 acres.

C. Floodplains - The total amount of fill within the floodplain for both the service road and new I-196 ramps is estimated at 23,000 cubic yards. The removal of the existing bridge and supports for the existing Baldwin Street bridge will remove approximately 22,500 cubic yards from the floodplain. The remaining 500 cubic yards of compensatory cut will be accomplished on site in the floodplain or at the Fish Farm wetland mitigation site.

D. Water Quality - Roadway runoff will be treated by maximizing the use of vegetated swales for drainage conveyance and minimizing the direct discharge of bridge runoff. Any disturbed groundwater wells and sanitary sewer lines will be properly addressed. All storm water outfalls will be properly labeled.

III. Cultural Environment

A. Historic Resource - The State Historic Preservation Office has determined that the proposed work will have no adverse effect on historic properties. A small vacant portion of the Jenison Baptist Temple property will be acquired, but no buildings, trees, or parking areas will be impacted. If design changes occur in the vicinity of the historic property, the MDOT Historian will review the changes.

IV. Hazardous/Contaminated Materials

A. *Project Contamination* - A Preliminary Site Investigation (PSI) was performed for this project. Potential areas of concern have been identified and additional review (and testing if required) will occur during the design phase when slope-stake lines and construction limits are determined.

B. *Contamination Exposure* - A Workers Health and Safety Plan will be prepared if any asbestos, lead, or other contamination is identified.

V. Construction

A. *Construction Permits* - Permits under Act 451, Parts 31, 301, and 303, are required from the MDEQ for this project. Coverage under the National Pollutant Discharge Elimination System (NPDES), which is administered by the MDEQ, is also required. A Federal Section 404 (Federal Water Pollution Control) permit from the COE may be required for this project. If a Section 404 permit is needed, all federal permit requirements mandated in the COE website guidelines will be followed.

B. No work will occur in the Rush Creek and Buck Creek channels from March 1 to April 30 and September 15 to November 30 to protect salmon and steelhead fish spawning. Work may occur within an enclosed cofferdam during these times.

C. Water from dewatering of cofferdams used for work in Rush Creek and Buck Creek will be treated prior to discharge.